

Department of State, 2201 C Street, N.W., Washington, D.C. 20520.

This meeting of ITAC-T Study Group will include the following agenda items:

1. Report of Utlaug's ad hoc group on Consortia communication with ITU-T Study Groups;
2. Ad Hoc group report for TSAG preparations;
3. Report of Fishman's TSAG correspondence group; and
4. Update of U.S. guidelines for preparatory process.

All of the issues relate to the upcoming 18-22 September 1995 Telecommunications Standardization Advisory Group Meeting.

Members of the General Public may attend the meetings and join in the discussions, subject to the instructions of the chair. Admittance of public members will be limited to the seating available. In this regard, entrance to the Department of State is controlled. If you are not presently named on the mailing list of the Telecommunications Standardization Sector Study Group, and wish to attend please call 202-647-0201 not later than 5 days before the scheduled meetings. Enter from the "C" Street Main Lobby. One of the following valid photo ID's will be required for admittance: U.S. driver's license with picture, U.S. passport, U.S. government ID (company ID's are no longer accepted by Diplomatic Security).

Dated: May 10, 1995.

**Earl S. Barbely,**

*Chairman, U.S. ITAC for Telecommunication Standardization.*

[FR Doc. 95-12237 Filed 5-17-95; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD 95-042]

#### Commercial Fishing Industry Vessel Advisory Committee

**AGENCY:** Coast Guard, DOT.

**ACTION:** Request for applications.

**SUMMARY:** The U.S. Coast Guard is seeking applicants for appointment to membership on the Commercial Fishing Industry Vessel Advisory Committee. The Committee acts in an advisory capacity to the Secretary of Transportation and the Commandant of the Coast Guard on matters related to the safety of commercial fishing industry vessels.

**DATES:** Applications should be received no later than July 31, 1995.

**ADDRESSES:** Persons interested in applying should request an application

from Commandant (G-MVI-4), Room 1405, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

#### FOR FURTHER INFORMATION CONTACT:

LCDR Mark D. Bobal, Executive Director, Commercial Fishing Industry Vessel Advisory Committee, (202) 267-2307 or fax (202) 267-1069.

#### SUPPLEMENTARY INFORMATION:

As required by the Commercial Fishing Industry Vessel Safety Act of 1988, the Coast Guard established the Commercial Fishing Industry Vessel Advisory Committee (Committee) to provide advice to the Coast Guard on issues related to the safety of commercial fishing vessels regulated under chapter 45 of Title 46, United States Code which includes uninspected fishing vessels, fish processing vessels or fish tender vessels. The Committee consists of 17 members as follows: Ten members from the commercial fishing industry who reflect a regional and representational balance and have experience in the operation of vessels to which chapter 45 of Title 46, United States Code applies, or as a crew member or processing line worker on an uninspected fish processing vessel; one member representing naval architects or marine surveyors; one member representing manufacturers of equipment for vessels to which chapter 45 applies; one member representing education or training professionals related to fishing vessel, fish processing vessel, or fish tender vessel safety, or professional qualifications; one member representing underwriters that insure vessels to which chapter 45 applies; and three members representing the general public, including whenever possible, an independent expert or consultant in maritime safety and a member of a national organization composed of persons representing owners of vessels to which chapter 45 applies and persons representing the marine insurance industry.

Applications will be considered for five expiring terms in the following categories: (a) Commercial Fishing Industry (three positions); (b) Equipment Manufacturers (one position); and (c) General Public (one position). The membership term is three years. A limited portion of the membership may serve consecutive terms.

To achieve the balance of membership required by the Federal Advisory Committee Act, the Coast Guard is especially interested in receiving applications from minorities and women. The members of the Committee serve without compensation from the

Federal Government, although travel reimbursement and per diem are provided. The Committee normally meets in different seaport cities nationwide, with subcommittee meetings for specific issues on an as-required basis.

Persons selected as "general public" members are required to complete a Confidential Financial Disclosure Report, SF 450, on an annual basis. The purpose of the report is to determine compliance with conflict of interest laws. This report will not be disclosed to any requesting person unless release is authorized by law, such as in response to a subpoena filed in an administrative or court proceeding.

Dated: May 10, 1995.

**G.N. Naccara,**

*Captain, U.S. Coast Guard, Acting Chief, Office of Marine Safety, Security and Environmental Protection.*

[FR Doc. 95-12286 Filed 5-17-95; 8:45 am]

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[CGD 95-038]

#### Towing Safety Advisory Committee; Request for Applications

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice.

**SUMMARY:** The U.S. Coast Guard is seeking applicants for appointment to membership on the Towing Safety Advisory Committee (TSAC).

**DATES:** Completed applications and resumes must be received by July 14, 1995. Application forms may be obtained by contacting the Assistant Executive Director at the address below.

**ADDRESSES:** To request an application either call (202) 267-2997 and give your name and mailing address or write to Commandant (G-MTH-4), U.S. Coast Guard, 2100 Second Street, SW., Room 1304 Washington, DC 20593-0001.

#### FOR FURTHER INFORMATION CONTACT:

LTJG Patrick J. DeShon, Assistant Executive Director, TSAC, Commandant (G-MTH-4), U.S. Coast Guard, 2100 Second Street, SW., Room 1304, Washington, DC 20593-0001, (202) 267-2997.

**SUPPLEMENTARY INFORMATION:** This Committee is a 16 member Federal Advisory Committee that advises the Secretary of Transportation on matters related to shallow-draft inland and coastal waterway navigation and towing safety. The Committee will meet at least twice a year in Washington, DC or another location selected by the U.S. Coast Guard.

The applications will be considered for nine expiring terms as follows: Three

members from the barge and towing industry, reflecting a geographical balance; one member from the offshore mineral and oil supply vessel industry; one member from port districts, authorities or terminal operators; one member from maritime labor; one member from shipping; and two members from the general public.

Those persons applying for a position representing the general public will be required to complete a Confidential Financial Disclosure Report (CFDR) for identification of existing financial conflicts and will not be considered without a CFDR on file. Applicants to the public positions should identify themselves when requesting applications to ensure that a CFDR is forwarded with the other application materials. The completed report must be submitted with their applications and resubmitted each year thereafter if appointed.

To achieve the balance of membership required by the Federal Advisory Committee Act, the U.S. Coast Guard is especially interested in receiving applications from minorities, and women.

Those persons who have submitted previous applications must reapply as no applications received prior to this solicitation will be considered.

Dated: May 10, 1995.

**G.N. Naccara,**

*Captain, U.S. Coast Guard, Acting Chief,  
Office of Marine Safety, Security and  
Environmental Protection.*

[FR Doc. 95-12287 Filed 5-17-95; 8:45 am]

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## Federal Highway Administration

### Environmental Impact Statement: City of Kelso, Washington

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a bridge replacement project in Kelso, Washington.

**FOR FURTHER INFORMATION CONTACT:**

Gene Fong, Division Administrator, Federal Highway Administration, 711 South Capitol Way, Suite 501, Olympia, WA 98501, telephone: (360) 753-9413; or Gerald Smith, Regional Administrator, Southwest Region, Washington State Department of Transportation, 4200 Main Street, P.O. Box 1709, Vancouver, WA 98668, Telephone (360) 905-2001; or Bob

Gregory, Public Works Director, City of Kelso, 312 Allen Street, P.O. Box A, Kelso, WA 98626, telephone (360) 423-6590.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Washington State Department of Transportation and the City of Kelso, will prepare an environmental impact statement (EIS) on a proposal to replace the structurally deficient Allen Street Bridge and improve the Allen Street corridor between SR 5 on the east and Cowlitz Way/SR 4 on the west. The corridor serves the Kelso-Longview community in Cowlitz County.

The project will consist of the replacement of the existing bridge with one 4-lane bridge or two 2-lane bridges, as necessary to satisfy the projected demand and to address existing and anticipated traffic circulation problems. The approach roadways will be widened, if necessary, to accommodate the projected traffic. The bridge and the approaches in the vicinity of the bridge will be raised to separate provide grades separation at the railroad tracks.

This project is considered necessary to increase capacity, improve traffic safety, and address structural and geometric inadequacies of the existing bridge. The Allen Street Bridge now carries up to 25,000 vehicles per day, which is above the usual capacity of a two-lane bridge. It is projected to carry 31,000 vehicles per day in 2015, the design year. It currently performs at a Level of Service (LOS) F during the afternoon peak hour; It would perform at an LOS F, with average speed decreasing to 10 mph in 2015. Just east of the bridge, Allen Street crosses the Burlington Northern Railroad tracks. The high traffic volumes, combined with frequent trains through the area creates the potential for severe accidents at the railroad crossing. Also, the accident rate (3.42 accidents/million vehicle miles) in this section of road is more than double the corresponding rate for State highways in southwest Washington. The bridge is only 24 feet in width with two 12-foot lanes and no shoulders and has a weight limit of 10 tons, which does not meet the standards for this type of facility and traffic conditions.

Alternatives currently under consideration include a No Build alternative, and two build alternatives that would replace the existing bridge and span the railroad tracks. The build alternatives include (1) A one-way couplet system with a two-lane eastbound bridge along the Catline/Vine Street corridor and a two-lane westbound bridge along the Main/Allen

Street corridor; (2) A single four-lane bridge with two lanes each direction along the Main/Allen Street corridor. Both build alternatives propose roadway improvements at both of the bridge(s) necessary to provide lane continuity with the new structures.

The following areas of environmental and socio-economic concern have been identified and will be addressed in the environmental document: water quality, air quality, highway noise, visual quality, historic properties, parklands and recreational facilities, land use, anadromous fish species, relocations, economic development, and access to businesses and to a multi-modal terminal. Other issues identified during the scoping and public involvement processes will also be addressed.

Announcements describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. These will also be sent to Indian Tribes, private organizations, and citizens who are known to have interest in this proposal. A scoping meeting will be held in Kelso in late spring of 1995. In addition, other public meetings will be held prior to the release of the Draft EIS on the project. In addition, a public hearing will be held after the release of the Draft EIS to receive public and agency comments on the EIS. Public notice will be given of the time and place of these future meetings and the hearing. The Draft EIS will be available for public and agency review prior to the public hearing.

It is important that the full range of issues related to this proposed action be identified. To ensure this, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address and phone number provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: May 8, 1995.

**José M. Miranda,**

*Environmental Program Manager, Olympia,  
Washington.*

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